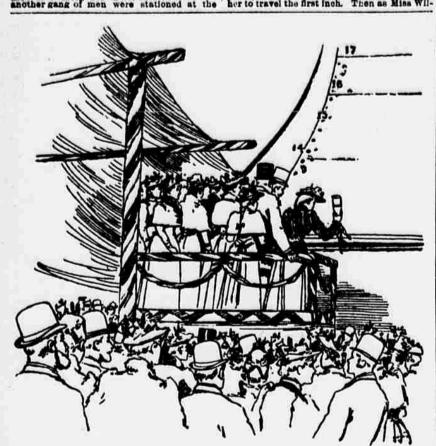
dists command of Foreman Robinson. The other men were saliors and laborers, picked for their experience in launchings and their skill in emergencies. There was every presulted taken against accident. Double numps had been put in order fore and aft and manned by gangs, in case the ship should strike a pier and aptring a leak. Once to pies, or "saubbers," as the sailors called them, and 250 fathoms long, had been colled upon the decks, to check the ship when she entered the water. These ropes were 10% inches in circumference. One end of each was fastened to the ship through the main hatch. The ropes, there ran through the house shells in the bow, and were gathered up in loops on the sides and dock, each loop being tied to the steamer by stout strings. The other sad was fastened to the shore. The idea was that, as the sailo backed out in the water under the impetus of her descent the breaking away of each of these string-lied connections by turn would tend to check her little by little. There were also two eight-inch hawsers aboard to be thrown to turs in case sho broke away from all other restraint. Other gangs of men were stationed on the forward and poop decks and at the main hatch amidahips, where flaggatally raised by turn as the Maine amerged from her ship house. Still another gang of men were stationed at the



THE CHRISTENING.

ble to note any rise in the ship's position. But in a half at hour the props began to loosen. One by one they fell as the Maine was lifted on her cradle. Then other gangs of men scram-bled into the black passage between the gides of the cradle and under the ship's keel. Elec-tric lamps had already been carried inside to light them. As the weighty keel arose from

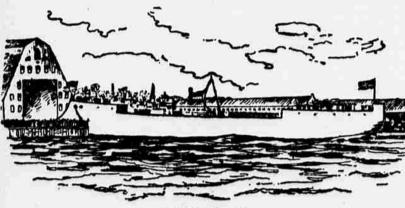
starboard anchor at the bow, so that it could be instantiv dropped in case of accident.

At 11 o'clock all the stands were well filled, the stages of the case were converted to the stands were the band was gastered by the case of accident. Hundreds of anateur and professional photographers had pointed their instruments at the ship. On the port side of the launching stand was gashered a coved of the launching stand was gashered a coved of the launching stand was gashered by coved of the launching stand was gashered by the bright of the launching stand was gashered by the prove of the ship of the launching stand was gashered by the provided was the ship of the launching stand to the little raised patients. The wine flowed down the prove of the steel broad the single stand the little raised patients. The wine flowed down the prove of the steel stand the little raised patients. The wine flowed down the prove of the steel stand the little raised patients. The wine flowed down the prove of the steel stand the little raised patients. The wine flowed down the prove of the steel stand the little raised patients and the launching stand. The wine flowed down the prove of the steel stand the launching stand the launchi merding held the bottle aloft, the ship moved faster. A great shoot went up from the crowd upon the launching stand.

"Now!" and Chief Constructor Wilson.
"I buptine the Maine." said Miss Wilmerding. In a low but distinct voice.

Then she brought the bottle down upon the steel brace straw with all the force of both her arms. I have inlowed own the brown of the crowd ching and the straw own the steel brace straw with all the force of both her arms. The wine flowed own the brown of the crowd below her. A tremendous shout arose. The Maine glided away, she went faster every minute, Men and wome rushed after her. They clambered over the heavy timbers shouting and cheering. Down through the long, dark tunnel of the old ship hers shouting and cheering. The shout hat went up from the thousand. The shout that went up from the thousand into the water, and swam slowly backward. The shout that went up from the thousand upon the water for said the channel and river, was accompanied by the most democratic in the yard. Naval officers, men of affairs, work people, and blue nockets were crowded together at rantage points. The multitude of tugs and excursion standers in the channel and river, was accompanied by the most democratic in the yard. Naval officers in charge of things ou the dock seemed to see a big event, and domed to wait a while the stiff northwesterly wind impression that the great red hull would strike the water with a splurge, shoot like a streak of lightning across the startied vision of the folks on Cob Dock and swon on narrow whole hour, while he stiff northwesterly wind impression that the great red women on narrow whole hour, while the stiff northwesterly wind impression that the great red wind the proposed women on hardy and the folks on Cob Dock and a where were the strain of a mastless the water for one of the old dook were as or rhostire seats at the show, and were all taken, Men supported women on narrow whole hour, while the stiff northwesterly wind impression that the great red winds and the red was a

broke the monotony of standing still and look-ing expeciantly at the stern of a mastless ship, when the guns back of the receiving ship be-gan booming their salute to Secretary Truey nearly everybody on the dock supposed that the moment for the launching had arrived. There was a murmur of "There she goes," and countless batteries of eyes shot their glances



LEAVING THE WATE. From an Inc

the blocks upon which it had been constructed, these men knocked the blocks away, and other workmen pulled them out of the way with long ropes.

these men knocked the blocks away, and other workmen pulled them out of the way with long ropes.

At 11:45 o'clock every original block and shore was removed, and the Maine rested wholly upon her cradle. She might then have slipped down her ways into the Wallabout had it not been for two please of timber. These ware six inches thick, and known technically as sole piecea. They connected the oracle with the greased ways, to which they were fastened by steel boits. They were close up to the bows, in sight of the launching stand, one on each side. It remained only to saw these through to enable the cradle and its burden to slide down into the water. The launching was set for noon, but there was delay. Heretary Tracy had not arrived, and, besides, it was thought letter to wait a little while for higher water. Men stood ready with crossent saws at the sole pieces. The big throng waited silently. Meantime the crowd on the launchings at and was becoming a jam. Chief Constructor Wilson, who had designed the Maine, arrived, wearing Secretary Tracy's hat which he had got hold of by mistake instead of his own carifer in the day, and joined the ladies on the little official stand. He gave Miss Wilmerding a lesson in ship christening to pass away the time. He took the American-made bottle of American champance from its case and showed her how to break it over the brace straps are long finners of cast sicel running horizontally along the pose of the versel just above the ram and under the water line. They stand out at right angles to the side of the ship like the blige keels, and are intended to aid her in poining true by securing a horizontal hold upon the water. The point indicated by Mr. Wilson for the breaking of the bottle was the edge of this finney on the port side about two feet hack from the bow. The bottle was enclosed in a glided netting of wire and hound with red. While, and blue ribbons. Miss Wilmerding walls several is him at hexaging the bottle by way of practice.

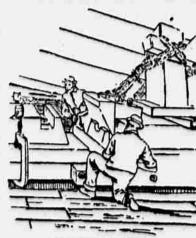
Shortly after 19 o'clock, while cannon on Cob

way of practice.

Shortly after 12 o'clock, while cannon on Cob Dock bounced a salute, Secretary Tracy and his party ascended the atand. Ex-Secretary whites was waiting for him and mounted to the official stand with him. In the party were assistant Secretary of the Navy Soley, Private Secretary Raymond. Assistant Secretary Great Schoffeld, Sear Admiral Crosby, Commodores Dewey, Wilson, Farquiber, and Folgar; Paymanter-General Stewart, Judge Advonte-General Remson, Commanders Burker, Holf, and Chesty, and Leuchter, Secretary Tracy took a place behind the francial community for the secretary Tracy took a place behind the francial community for the secretary Tracy took a place behind the francial community for the secretary Tracy took a place behind the francial cannot be seed to the secretary Wilson. Soon afterward Cales Constructor Wilson. Soon afterward

at the shin. She didn't go, and the attention of the throng relaxed.

When the ship finally did move, few people on Cob Dock were expecting her to do so. A thrill of pleasurable disappointment pervaded the crowd when she placidity slid into the water, turning up a foam-frilled ripple on each side of her heel. A little yacht would not have made much less commotion in laupching. The prolouged "Oh!" that came from Cob Dock had in it an expression of relief. The women and girls were glad that the Maine had not splashed them. The tugs Catalpa and Nina stoamed out after the ship when she had ficated to the length of the heavy twin hawsers that stretched from her hawse-holes. They brought her in and towed her to the wharf at the foot of Main street, just forward of the Chicago. She was hardly moored before a hundred or more young men rashed for her. The projecting places where the steel plates of her inner skin were joined served as ladders to the young



SAWING THE SOLE PIECE. saving this sold frick.

men. They clambered up her starboard side and swarmed her docks until sunset.

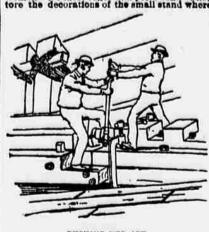
On board the great yellow-hulled receiving ship vermont, jung at the Cob Dock, Capt. Louis Feardeley and his officers, Lieut, Stares, Surgoon Von Wedekind, and these entertained a large party of ladies and captering. They had an excellent view of the lautech from the poon deck and the windows in the quarter galleries of the old ship. Alows them on the mizzen staff floated the square

Rear Admiral's flag at the fore, and a rainbow of flags of every hue and shape from bow to stern.

Men who could climb climbed, and the high—at point of vantage was the long arm of the big fron derrink in the navy yard. Seven men had the femerity to crawl out to its extreme end, and from the Cob Dook they looked like files outlined against the sky. It must have taken them a half hour to reach their perch, but from it they could look far over the big ship house and take a bird-saye view of the lunch as well as of New York and Brooklyn.

Capt. Heardsley of the Vermont and his officers, and Capt. Congdon of the revenue cutter liamhattan. Bad trouble to keep the great florilla of tugboats out of the way. For an hour before the launch, and until the Maine began to glide down the ways, they persistently held their places at the risk of getting run down. If the ship had come a little faster they would have been in danger. The tugs, each of which had from 10 to 100 persons on board, were the Robert H, Sayre. Intrenighiontor, Gien Cove. William Dinsdale. J. E. Wallace, Blue Stone, Gen. Newton John Lee, Clara, and J. F. Driscoll. A steam yach, dressed rainbow fashion, kept clear of all hands. The cruiser Chicago's tone, fore yard, and topsail yard were black with men, who cheered when the big war ship struck the water. Licut, McWinslow, commanding the torpedo boat Cushing, entertained a number of naval men and others on board.

As soon as the isunching was fairly over, and the guests had began to leave, the launching stand was meabled by an army of relic hunters. They were both men and women, but the women was most eager and rer-fisient. They tore the decorations of the small stand where



PUBLING HER OFF.

the official party had stood into shreds, and carried them away in pleces. At the same time a crowd of men and boys crawled under the timbers which had supported the bow of the ship and scraped up the earth in search of bits of the broken champagne buttle. This search went unrewarded, for the wire netting which enclosed the bottle to prevent Miss Wilmerding's hands from being out retained the fragments of glass. Miss Wilmerding carried the broken bottle away with her.

Among the guests on the launching stand were Mr. and Mrs. Andrew Carnegie, Gov. Wetmoreof Rh. de Island, Samuel Cramp, Admiral Chirardi. William Walter Phelps, Gov. Bulkeley of Connecticut, Mrs. James L. Morgan, Jr.. Mir. and Mrs. Walter J. Damrosch. Mrs. Henry Cullein. Francis L. Scott, Locke W. Winchester, Mrs. Whitney, and Constructor Hoover, who laid the Maine's keel.

The Maine will go into dry dock at once. She is now only a steel shell, and it will take a year to complete her. She is as yet unarmored. Those who saw her in the water vesterday noticed deep grooves on each side at least twenty feet above the water line. In these grooves are to be fitted her steel armor, and when equipped she will sigk until this armor is below the water line. When completed the Maine will be a great war ship, capable of successfully contending, if cleverly managed with any war ship now owned by any nation, though both Encland and France have ships of much greater tonnace. She will have 12 inches of solid armor on her sides and will carry four 10-inch rifles, carable, in the hands of skilful gunners, of sending 500-nound shots into wealth the fifth of the steel which she was ship that Uncle Sam owns.

She will be 830 foet long over all, 57 feet broad, and 21% feet in draught. Her displacement will have savey in halfus carry two torpedo bonts upon her decks.

With the vessels now completed and those under course of construction or previded for, the new navy will consist of 7 fron steamers, a first-class torpedo boat, 13 single turreted monitors, 10 armored vess

with pneumonia and he died on board the Vermont early yesterday morning. His body was laid out on the after deck, on the starboard side, and covered with white tarpaulin arranged in the form of a cross. The body was ranged in the form of across. The body was in a coffin covered with an American flag, and four sailors stood guard near it. An undertaker was expected to take charge of the body. This undertaker was Mr. George Helfrich of 154 Vanderblit avenue. Brooklyn, Before he arrived the Maine was lameched, and the people upon the Vermont, rushing wildly from one rail to the other to see the spectacle, would have trodden upon the coffin of the dead sailor had it not been for the stubborn resistance of the marines on guard. They beat back the people by sheer force.

Shortly after the launching the coffin was lowered to a tug and conveyed across the river. It was taken to Newport by the train that left the Grand Central Depot at 3 c'clock.

THE CONCORD'S TRIAL TRIP. She Starts Of Up the East River with Her

CITY ISLAND, Nov. 18 .- The new gunboat Concord, with her big search light gleaming across the waters of the Bound like a full moon, lies opposite City Island awaiting tomorrow's dawn to test her engines. She left the allp where she was moored at the foot of East Eighth street at 2:05 o'clock, just after the Maine had been launched. As she steamed up toward Blackwell's Island her yawing showed that something was the matter with her steering gear. It was found that a steel clutch which enables the cruiser to be steered at the bow was not in place. It was thrown into action, but the rudder still failed to move. The rudder was examined, and found to be

The rudder was examined, and found to be held stationary by two big steel pins. The pins had been placed in the quadrant yoke while the Concord was in port at New York by a workman, who returned to Chester without mentioning it. Another man who was san to see that everything was in order before starting this morning, failed to notice either this fact, or that the clutch was not in place. The tension of the rudder chains is morning failed to notice either this fact, or that the clutch was not in place. The tension of the rudder chains is morning engine reversed.

In the mean time the Concord had been steered up the river and through field gate by the manipulation of her screws through the agency of the engine room. She behaved well even under these trying conditions. The Sound was entered at \$150 P. M. Passing craft saluted the cruiser as she moved easily enward. When City Island was reached she was run at full speed for three miles. No official record was kept, but the officers on the bridge agree that she went at about 17 knots an hour. The Goucord's official rial will be after the about 8 o'clock to-morrow morning, and for four hours she will be runked eastward under forced draught. During this time she will be in the hands of the contractors. The east of the hands of the contractors. The east of the hands of the contractors. The east power she power she wow is a past of the four hours for the four hours in Premiums are to be paid and penalties exacted for every horse power above or below this amount. The Concord's twin sister, is 16.7 knots.

For Puntating a Pupil. Principal Walter B. Gunnison of night school 18 in Maujer street, Williamsburgh, will be ar-raigned in the Lee Avenue Court to-day on a warrant that accuses him of having assaulted Louis Hebel of 100 Scholes street, a pupil in the school. Mr. Gunnison said last night that he inflicted no heavier punishment upon Hobel than in ordinary cases. He added that Hebel persieted in using disrespectful language to Miss Lyle, his teacher, and he finally become see offensive that he was taken to the language of the configuration of the language of the second service that he was taken to the language to the second service that he was taken to take the second service that he was taken to take the second service that he was taken to take the second service that he was taken to take the second service that he was taken to take the second service that he was taken to take the second service that he was taken to take the second service that he was taken to take the second service that he was taken to take the second service that the

Is a constitutional and not a local disease, and therefore its cannot be cured by local applications. It requires a constitutional remedy like Hood's Barcaparilla, which, working through the blood, effects a permanent cure of catarrh by eradicating the impurity which enuses and promotes the disease. Thousands of people testify to the success of Hood's Saraparilla as a remedy for cannot when other propurations had failed. Proof's Saraparilla also builds up the whole system, and makes you feel renewed in health and strength.

Hood's Sarsaparilla

100 Doses One Dollar

Dran Ludden's Denunciation of Those Who UTICA, Nov. 18 .- All the people of the village of Little Falls are talking about the sermon which Dean Ludden delivered last Sunday, in

which he called down the curses of heaven and hell upon those who contived to make his fair a failure. The cause of his extraordinary remarks was the resigning of the fair com-mittee because he interfered in their plans for managing the fair. In his sermon Sunday morning he used these words in finishing his remarks concerning certain members of the

Now, if every one doesn't come to me during the week and beg my pardon and forgiveness I will call down next Sunday morning the curses of heaven and hell upon each one who falls to do it."

The trouble arose over the fair committee

ordering that no one should be admitted to the fair free unless their pass was signed by Daniel F. Herlehy, one of the deacons in the church. While the fair was in progress
Father Ludden gave his altur boys
passes, which he signed. They went to
the hall where the fair was being
held, but were told by the doorkeeper
that no passes would be honored without Mr. Herieby's signature attached. The boys had to leave the hall, and they went to the pastor's

Herlehy's signature attached. The boys had to leave the hall, and they went to the pastor's house and informed him of what had occurred. The pastor immediately went to the hall and demanded the reasons for his passos being dishonered. He was told of the rule which had been made. He was not satisfied with that, however, and left after freeing his mind. The boys were then admitted.

When Father Ludden left the hall the fair committee were informed of what had occurred. Onlinman Herlehy called the members together, and they drew up a paper, which they signed, and sent it by a messenger to the pastor. In it they referred to the pastor's interference in the fair, and said he was an "intolerable nuisance."

The oburch was crowded to the doors.

After heckhad concluded reading the announcements the Dean took from his Bible the Herleby paper and began reading it. Each sentence received a good share of comment. It is said the men who signed the paper wore refelious Catholics, and ignored the authority of the Church. He had been insuited by them, he said, and proposed to make them make amends.

"The first name on this paper," said the dean, holding it it up, "is that of Daniel F, lierieby, If he has a glimmer of sense his name would never be found attached to such paper as this; but what can you expect from a selfish old batchelor, whose whole life has been spent in breaking girls hearts? If he were not past all shame he would blush for what he has done.

"Here we see the name of Mr. Curry, who is a Supervisor of the town of Manheim. He hash tense enough to get a clean shave. Frobably he never took a bath in his life.

"And Mr. Eagan. Think of this man. Everybody knows his head never fitted him, but why should he suvertise himself as a monstrosity, Etie took the whole list separately, and each of the Catholic church.

When he finished the reading of the paper father Bueden make the remarks quoted above, which aroused a hum of excitement in the church. He evidently mean that he said, for he spoke with extreme ea neatness,

WHAT! NO CRISPUS ATTUCKS?

And Must Plain Michael Johnson Supplant that Name in Boston's Mistory !

Boston, Nov. 18.-Now it is stated on the authority of ancient decuments, recently unearthed, that the name of the hero of the Boston massacre was not Crispus Attucks, but Michael Johnson, or at least that the name by which history has recorded his name is but an alias, and it appears that the city of Boston has erected a monument to the memory of a tramp who led a street brawl. Dr. John S. H. Fogg of South Boston, in ex-amining the valuable library of the late Prof.

Dr. John S. H. Fogg of South Boston, in examining the valuable library of the late Prof. E. H. Leffingwell of New Haven, preparatory to cataloguing the collections for G. F. Libble, & Co.'s sweeton sale, came across an old document entitled "Inquest on Michael Johnson, alias Crispus Attucks," a document that makes quite an important addition to the history of the Boston massacre. It shows that Crispus Attucks, one of the victims, was also known as Michael Johnson. The inquest was held on the person legally known as Michael Johnson, the alias not being mentioned in the body of the document. This is ourious, since Ridder's "Boston massacre," states that the legal indiction ment was for the murder of Crispus Attucks, no other name being mentioned. There is also in the Leffinswell collection the recognizance of Thomas Greenwood to appear to answer to the charge of killing Orispus Attucks, the name Michael Johnson not appearing. Dr. Fogg does not understand how these legal documents, referring to the wame person, should do so under entirely different names.

The report of the inquest, partly written, partly printed on a page of common paper. folio airs, but little slained by time, has the signatures of the fourteen jurors, among whom were lichiamin Walde William Pairrey, atterward Paymaster-General of the Revolutionary army and alde to Washington, and Nathaniel Hurd, the first American engravor on copper.

Ex Mayor Samuel A. Green says he is by no mens sure that even Michael Johnson was the right name.

"Attucks," said he, "or Johnson if he is to be so called, was a renegade half-breed, an adventurous sort of fellow, a sesiaring man, who merely happened to be in Boston at the infert American engravor on copper.

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"Attucks," said he, "or Johnson if he is to he so called, was a renegade half-breed, an adventurous sort of fellow, a sesiaring man, who merely happened to be in Boston at the lime, and the guite for the fame, E. H. Leffingwell of New Haven, preparatory to

Electric Power on Brooklyn City Hallroads ALBANY, Nov. 18,-The State Railroad Commission to-day approved the application of the Brooklyn City Railroad for permission to change its motor power from horse and steam power to the eli otric single trolley wire system on its Third avenue road from the Brooklyn city line to Fort Hamilton, and also to use electric motive power on a road about to be built by the Brooklyn City Railroad company on the following route: Commencing at the intersection of Third avenue and Hirty-fifth street in New Utrecht, thence along Birty-fifth street to and along Second avenue to the boundary line between Brooklyn and New Utrecht, and also from the point where Third avenue in the second avenue in New Utrecht, and also from the point where Third avenue in the second avenue in New Utrecht, and also from the point where Third avenue in large is the second avenue to and nlong Thirt-centin avenue. Lighty-sixth street and Twentis-like avenue to the property of the Brooklyn City Railsoad, situated on Gravescand large is the scot of Twenty-fifth avenue. The total length of the intended extension will be about five miles. Brooklyn City Ratiroad for permission to

MORE OF SMITH'S FORGERIES. FIFTY RAISED CERTIFICATES ARE NOW

They Called for 898 Shares and Were Raised to 8.950-There Are More Out, Probably-Me Will Stay in the Tembr. Albert H. Smith, the forger, a little clericallooking man of 45, with red side-whiskers, dressed entirely in black, and wearing a deep mourning band around his hat, was held in \$10,000 ball at Jofferson Market yesterday without examination. George H. Mills, the senior partner of the broken firm, appeared as complainant, the specific charge being that of obtaining \$5,800 by raising a Lake-Shore certificate for 7 shares to 70. Smith gave his pedi-gree to the clerk in a hearse voice. He was born in Boston, he said. When he was asked whether he had any explanation to give be turned to his counsel, Mr. Walradt, and his lips moved. Mr. Walradt hastily said "No."

and the ball was fixed.
"Judge, that ball is entirely too small," said Detective Sergeant Titus. "He has stolen over \$400,000."

"I can only fix ball on the charge that is be fore me," said the Judge. He agreed, however, to notify the authorities at once in case a bondsman came forward. Smith will not attempt to get bail. He is in the Tombs.

THE SUN has now obtained the entire list of Smith's forgeries, so far as they are known to the police. The list shows a total of fifty certificates representing actually 393 shares of stock and raised by Smith to 3,930. This list shows the quality of the collateral and indicates the probable amount of the loans obtained: 

Total..... 173 shares valued to 3,930

he additional items:

Kpeyer & Co., bankers, 11 Proad street 8 St. Paul
reserved vertificates, 21 shares, raised to 210.

Reserved vertificates, 21 shares, raised to 210.

Reserved vertificates 22 shares in all,

f St. Faul prefered, at learning the certificates 8 shares
ach, of St. Paul prefered, raised to 80 shares each; 2

ertificates 8 shares sach, lilinois Central, raised to 80

ach; 3 certificates, 25 shares in ail, of St. Paul preorred, raised to 200 shares. Scertificates, M5 shares in all, of St. Paul pre-l, raised to 20) shares, cantile Loan and Trust Company, S shares Dele-and Hudson raised to 65 shares; 7 shares C., C., 'M. Logis preferred raised to 70 shares, erican Loan and fiust Company, 5 shares Dela-nd Hudson raised to 80 shares. L Ferra, 6-Broadway, S shares C., C., C. and St. raised to M.

In addition to this there is the certificate for seven shares Lake Shore stock raised to seventy shares, which Mr. Watson found among the firm's securities on Friday night.

A member of the firm of Spever & Co. said that Smith negotiated the loans with that firm, out for the account of bills. Robeson & Smith, dr. Spever said that his firm had been acting or a foreign house, but will have to stand the oss itself. itself.

Augustus T. Post, whose firm holds ed certificates for 570 shares, said that his had loaned \$50,000 and \$25,000 to the detfirm largely on the practically worthless

ertificates.
Mr. H. L. Hotchkiss got his one raised certificate, with a number of good securities, from Mills. Robeson & Smith.
This was the rough statement given out at resterday's meeting of creditors of Mills. Robeson & Smith:

LIABILITIES. James H. Fay, preferred.
R. S. handford, preferred.
Margin accounts at estimated prices.
Deposits—cast and securities. Sundry cash accounts. Differences on sundry lonns (estimated).... .. 142,00

Stock Exchange creditors Total..... ASSETS. . \$16,000 . 302,000 . 13,000 . 16,0.0

the oil market, and particularly the drop to-day, has seriously affected the industry. Producing firms in this city will cancel contracts for drilling 800 wells, which they contemplated starting before the first of next year. They say they cannot produce oil at present prices. and they believe the only way to get better prices is to stop drilling and curtail production. This action on the part of the producers will enforce idleness on over 1.000 skilled workmen, drillers, and tool dressers, and a large number of teamsters, rig buildors, and others, probably 2.500 men in all.

The depression is charged as much to the Standard as to the real cause—overproduction—and soveral schemes have been started to bring competition into the market. Among these is a refining company organized at Washington to build a refinery in the Taylortown field. It is capitalized at \$100,000. Among the stock-holders are T.J. Vandersreet of this city, Reed & Todd of Washington, and others. Another concern, co-operative, has been organized at Butler with a capital of \$500.000. Eingle subscriptions are limited to \$2.000. This concern proposes to lay pipe lines from the Butler, Allesheny and Beaver fields and build a refinery at the Onic River in Beaver county. prices is to stop drilling and ourtail produc-

Proposed Past Torpede Cruiser.

WASHINGTON, Nov. 18.-Bids are to be opened in February for a 750-ton torpedo cruiser. Great difficulty has been met with in the preparation of plans for this graft, nearly all of the available space being taken up with machinery. The idea has been conceived of duplicating the vessel on a larger scale, and duplicating the vessel on a larger scale, and preliminary calculations are now being made as to the chance of obtaining a speed of twenty-six knots out of a cruiser of 1,200 tons displacement. She will have to have at least 8,000 horse power, and will probably cost upward of three-quarters of a million; but it is estimated that she will be a more serviceable vessel and hetter adapted to the purposes of her design than the smaller craft. She will be armed, if constructed, with one or two of the heavier rapid-fire guns destined to destroy the usefulness of the small, unprotected torpedo boats of the Cushing class.

The 750-ton vessel will be a very uncomfortable one there being almost no accommodations for her officers and crew beyond the bare necessities, and the added tonnaga will afford plenty of room in the projected ship, which will be somewhat larger than the Petrel. It is probable that the department will include this vessel in the coming budget of estimates for new ships.

Getting Rid of Our Wooden War Ships. WARHINGTON, Nov. 18 .- Chief Constructor Wilson has submitted his annual report to the Secretary of the Navy. He says in part: With the gradual appearance of the new

Madison Square Garden is a large place to hold a Flower Show in, but the whole floor will be filled all next week with Orchids, Chrysanthemums, Palms, Ferns, and Foliage Plants from the Short Hills greenhouses of Messrs. Pitcher and Manda, which cover three times as much ground as the floor of the Garden.

THE PREMILLENNIAL CONFERENCE Assembly in Brooklyn of Many Leading Baptist Pastors.

The Premillennial Baptist Conference was orened lest night in the Centennial Baptist Church, in Adelphi street, Brooklyn, The spacious auditorium was filled with repre-sentatives from the various Baptist churches in this city and Brooklyn, and seated on the platform were the Rev. Dr. A. J. Gordon of Boston, President of the organization; the Rev. Dr. J. D. Herr of Milwaukee, Secretary; the Rev. F. E. Tower of Bristol, Conn. ; the Rev. the Rev. F. E. Tower of Bristol, Conn.; the Rev. Dr. Samuel McBride of the Centennial Church; the Rev. J. W. Folwell of Parkersburg, West Va.; the Rev. Dr. A. C. Dixon of the Hanson Pace Church, Brocklyn; the Rev. F. M. Ellis of Baltimore, and a half a dozen other Baptist pastors, who are identified with the premiliennial movement. The services were conducted by Evangelist George C. Needham, who is to remain at the church for a week after the close of the Conference, on Friday night, and conduct a revival. Nearly an hour was spent in devotional exercises. The address of welcome was delivered by the Rev. Dr. McBride. The Rev. Dr. Dixon said that both the preachers and the courtebas were losing much of their force by seeking for influence instead of for power. The apostics hadn't enough influence to keep out of iail, but they had the power when they got into jail to shake the old wails and get out. Thank God." he concluded, that I am a premilienamist and that in my little home the second coming of Christis a living thought. I live in the bright auticipation."

The Rev. F. E. Tower delivered an address on "The Word of God—Its Inspiration and Authority." The Conference will be continued to-day, with a morning, afternoon, and evening session. Dr. Samuel McBride of the Centennial Church;

OBITUARY.

William Bromley, a member of the firm con trolling the Quintard Iron Works and the superintendent of the company for the past twenty-two years, died on Monday last of Bright's disease at his home in Bloomfield. N. J. Mr. Bromley was born in this city seventytwo years ago. When 15 years of age he was ap prenticed to the firm of R. H. Dunbam & Co. boiler makers, at the foot of Eighth street. He when 21 years old took a position as superin-tendent of the Fulton Iron Works, controlled tendent of the Fulton Iron Works, controlled by Pease & Murphy, at the foot of Corlears street. When this firm dissolved and then, with several other companies, consolidated with the Quintard Iron Works under that name, Mr. Bromley was offered the same position that he had held with Pease & Murphy. He accepted, and ten years ago was admitted to be superintendent up to about a year ago, when he was first taken ill. Since then he has not been actively employed in any business, but has still retained bis interest in the iron concern. Mr. Bromley ieuves a wife. The funeral will take place to-day at 2% office P. M. from the Park Methodist Church of Bioemfield.

James Eaton, who died at Utica last evening, was born in West Winfield, Herkimer county, in 1816. He was one of the first to go into the business of maunacturing matches, and was established in that trade before 1850, when the Diamond Match Company was formed, in which he became a stockholder. He was a stalwart Republican, and as long as the Secator lived was one of the stanchest supporters of Hoscos Conkling. In 1834 he was one of those who signed the famous anti-Blain manifesto, which was one of the incidents in a campaign that gave Cleveland a majority in Oneida county. The cause of Mr. Eaton's death was paralysis. He leaves a wife and four children.

Amanda Patrick, aged 95, at Schuylerville; by Pease & Murphy, at the foot of Corlears

death was paralysia. He leaves a wife and four children.

Amanda Patrick, aged 95, at Schuylerville; John C. Stewart, aged 87, at Glens Falls; William J. Cadman, at Anstellitz, aged 14; Mra. B. B. Austin, at Platisburgh, aged 16; Ha-ding W. Hall, at Wales teatre, aged 81; John Halstend, at Carlton, aged 80; Jacob Bull, at Greece, aged 52; Nathaniel Phodes, at Orleans Centre, aged 90; William Moore, at Clifton Springs, aged 84; John C. Wannakef, near Owego, aged 81, are among the notable people who have died in central and western New York in the past week.

Mrs. Nunn. a once famous English actress, is

Commerce.

The Rev. Albert Gould of Chicopee was found dead in the waiting room at the station of the Revere Beach and Lynn Railroad in Lynn, Mass., yesterday. He was on his way to attend the inneral of a friend at Deer Island. Mr. Gould was a graduate of Wesleyan University. He was about 60 years old. Stephen Chapman, a well-known lawyer at Rome, N. Y., died of diphtheria on Sunday last, aged 38 years. He was graduated from Ham-liton College and was admitted to the bar in 1876. He leaves a wife and an infant son.

ilton College and was admitted to the bar in 1876. He leaves a wife and an infant son.

George M. Duvall died at Annapolis.Md., yesterday of cancer of the mouth, aged 76 years. For a number of years he was clerk to the County Commissioners. He had also served as clerk in the State Comptroller's office.

Robert Gordon Hardie, Sr., father of Robert Gordon Hardie, the artist, died on Sunday last in Brattleboro, Vt. He was born in 1814 in the house that stood on the site of the present Stock Exchange in New York.

Capt. John Hagar of Concord, N. H., who formerly commanded the famous Concord Light Infantry, in which Franklin Pierce trained as a private, died on Monday last. He was 73 years old.

The Hon, John W. Atwellof Orono, Me., died iast Tuceday, aged 55 years. He had served two years in each branch of the State Legislature, and was on Gov. Perham's staff.

Capt. Charles T. A. Francis, for eleven years

Capt. Charles T. A. Francis, for eleven years a messenger at the State House, Boston, and for eight years messenger at the navy yard office, died yesterday aged 46. office, died yesterday aged 46.

James Bowland died at 200 Twenty-second street. Brooklyn, on Monday, in his 58th year. He recyed two terms as Alderman from the Eighth ward.

James G. Ford, who was a leather merchant in Boston thirty years ago, died in Dedham on Tuesday, aged 82 years.

C. J. Deland, Postmaster at Fairport, N. Y., died yesterday. Mr. Peland was 76 years cid.

J. H. Stevens, Secretary of the Lynn McKay Stitchers Union. died on Monday last, aged 52. Hubbard Knocked Out by Griffia BOSTON, Nov. 18.—Barney Hubbard tackled Johnnie Griffin at the Ajax Club to-night, and was knocked out in the tenth round after making one of the gamest fights on record.

Hubbard has whipped all whom he has met, but he had not faced a first-class man before tenight. He is a willing fighter and a hard hitter. Griffin learned both these facts by experience to-night.

His Excuse for Not Supporting His Wife. Rebecca W. Moore of 226 East 103d street Rebecca W. Moore of 226 East 103d street made a charge of abandonment in the Harlem Police Court yesterday against her husband, Langdon W. Moore, a well knewn hank robber who was discharged from the wassa husette State prison a few weeks ago, after serving a term of ten years for burglary. He told the Justice that he was whiting to support his wife as soon as he could get work. He was discharged.

Merges, Curringes, &c. Van Tassell & Kearney's Carriage Repository, 130 & 132 East 13th st., At Private Sale. AN ENOPHOUS ASSORTMENT of all the new strings of the company tops. Jouert a with and without canony tops, Jouert a white buckboard for the canony tops.

LANDAUS. GLASS FRONT AND LEATHER HEADS;

EN PASSENGER AND EXTENSION FRONTS: COMM

VICTORIAS, LANDAULETS and MAIL PHARTONS, T.CARIS and
SPIDER PHARTONS,
LADIES, DRIVING PHARTONS, EXTENSION TOP
PHARTONS and DUCTORS, PHARTONS,
TOP WAGONS AND MO-TOP WAGONS UP ALL KINDS,
WAUGHSTERS AND DEFOT WAGONS,
PRINTED AND DEFOT WAGONS,
TELNURYE DUG CARTA AND PONY CARTS

OUR HARNESS BOOM

HAS

THE LARGEST AND PINEST STOCK OF

IMPORTED AND DOMESTIC BARNESS, SADDLESS
AND BRIDLES, WHEN YOU AND CLOTH

ROBES, BLANKER, SO,
IN AMERICA.

OF ALL RINDS: PARILY HORSES AND WORKERS
ALWAYS ON HAND
INTERIOR PURCHASERS WILL DO WELL TO EXAMINE OUR IMMERSE STOCK BEFORE
BUYING ELEWHERE.

AT AUCTION. WM. BASTON, AUCTIONERS

HOM. WM. L. SCOTTS RETIREMENT FROM THE TURP.

THE ENTIRE ALGERIA STUD OF RACE HORSES IN TRAINING AND TEARLINGS.

PIFTY OTHER HIGH-CLASS THOROUGHBERDS FOUR GRANDLY BERD IMPORTED STALLIONS,
RACE HORSES IN TRAINING, and YEARLINGS,
the property of various owners,
BY AUCTION, ABSOLUTELY WITHOUT RESERVE, TO-MORROW (THURSDAY), NOV. 20, AT 10 A. M. TATTERRALIS (of New York), LIMITED,
(Formerly the "Pancrama Building",
Corner 7th av. and Soth st., New York city.

All the above horses are on exhibition teday (Wednesday, Nov. 15) at Tattersalls (of New York, Iamited, and caraliagums can be obtained either at the sale building or of

WM. EASTON, Managing Director and Auctioness,
Tattersalls (of New York), Limited,
1,120 Broadway, N. Y. city.

FLANDRAU&CO. 572, 574, 576 BROOME ST. Fall and Winter Carriages

OF THE BEST CLASS. Broughums,
Landans,
Landans,
Landaniottes,
Ornelbeans,
Crass, Rockaways,
Coupe Rockaways,
Visarvis,
Curtain Rockaways,
Bon a Don,
Berby Phaetons,
Runabouts,
Fancy Buckboards,
Mail Phaetons,
Wilder Phaetons,
Wilder Carts,
Viderins,
Victorias,
Cabriolets,
Cabriolets,
Cabriolets,
Cabriolets,
Cabriolets,
Cabriolets,
Cabriolets, Curtain Rockaways, Hou a Bon, Berby Phaetons, Hunnbouts, Fancy Ruckboards, Mail Phaetons, Holder Phaetons,

SECOND-HAND

Broughams, Landaulettes, Rockswaps, Violerias, Buchboards, surreys, Boad Wagons, Pinestons, Fanor Trans, Wagouettes, 100 Carts, Village Carts Dos a Dos, Siashope Uigs, Stanhope Phaetons, Lepot Wagon, Doctor Phaetons, Runabours, Br. Top Cabriolets, Canopy Violeria Phaetons.

LARGEST STOCK Express and Delivery
LARGEST STOCK Wagons and Plumber
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LARGEST STOCK Wagons LARGEST STOCK Wholesale and Retail Gr LARGEST STOCK Light Warons for country was a second and warranted Call and see us.

RACINE WASON AND CAR FIRE CO., 151-153 SOUTH FIFTH AV., N. Y.

Ten thousand Henner Buggies have been sold in months. They are the easiest riding buggies ever duced, and this best values in the market. We me them with Planc. Corning, Concord, and Spin Bedles. A great many in Natural Wood Finish is been used. We manufacture everything we offer

Bradley & Company, Syracuse, N. Y. BUSINESS WAGONS, Our hand made wagons are acknowledged the best fur New York city streets, and are cheapest to buy. We carry it stock 50 wagons to suit all purposes. Call before purchasing elsewhers. NEW YORK WAGON CO. 685-687 Hudson st., corner Bank.

MUMINESM WAGONM...100 MEW, 10 SECOND-HAND DELIVERY WAGONE ALL STYLES FULLY WARRANTED BUY OF MADUA. TORER BAVE MONEY, WAGONE TAKEN IN A SUITANGE MUDHON WAGON CO., 542 HUDSON ST.

Biding Academies.

CENTRAL PARK AND TRAINING AND SOARDING SYALES,
THE AVENUE OF STATES AND
WELL FRANCE MANTEES AND
WELL FRANCE MANTEES,
Horses boarded 650 per month.

EQUESTRIAN OUTSITS: Illustrated estalogues from WHITMAN SADDLE CO., 118 Chambers st. COL MURPHY PRELING BETTER

He Writes to Contradict Testerday's Re-port of His Benth.

A rumor got about down town vesterday the x-Congressman Michael C. Murphy was dead. He was then asleep in the private hospital at 44 East Thirtieth street, where he is lying iil. the Was then asteep in the private nospital as the East Thirtieth street, where he is lying fill. One of Mr. Murphy's physicians had told a barber in a barber shop in the morning to ge to the house and shave Mr. Murphy. Some hystander probably inferred from that that Mr. Murphy was dead, and spread the report. Mr. Murphy has been alling for the past two years. Eight months ago he underwent as operation for the removal of an ulcer from his stomach. After the operation the passage leading to the stomach contracted so that the stomach conditions the passage leading to the stomach contracted so that the stomach could receive little food. Bince then he has been a great sufferer, and his physicians say that he must have perfect rest. He sees nobody except his most initimate triends. He has failen away in flesh so that he weighs only about one hundred pounds.

Last night he wrote this letter to Tars Sur:
"To the Education of The Sun—de: Will you kindly permit me to correct the rumor of my death? I am not only not dead, but am galaring strength and health every day under the care of kind physicians. Very truly yours."

Mr. Universe.

Cut Mis Thront and Jumped Into the Con-WILERSBARRE, Nov. 18 .- Charles T. Clark, & printer, out his throat with a penknife in his room at Berwick this morning and then walked down stairs and jumped into the eans! His body was recovered three hours later. He was once editor of Scranton flux.

Where Testerday's Fires Wore. A. M.—5:40, 66 Essex street, Frank Mondaich's apart ments, damage slight: 7:40, 128 West 100th street. Peter Terei's apartments damage \$10; 9:50, 55; West Portruinth street, James Waterman's apartments, damage \$50; 7:10, 50 Henry street, Issae Goldberg, damage \$50.

BROOKLYS.

"With the gradual appearance of the new steel navy has come the rapid retirement of the wooden fleet. When the Chicago, Boston. Atlanta, and Dolphin were begun the serviceable wooden steam vessels numbered in all thirty-seven; now there are eleven new steel the wooden steam vessels numbered in all thirty-seven; now there are eleven new steel thirty-seven; now there are eleven new steel thirty-seven; now there are eleven new steel to see so and one first-class torpedo boat in commission and only eighteen wooden vessels, in about aven years the wooden fleet will have practically disappeared or have been utilized as receiving and training vessels."

Only one years leave of life is allowed the Despatch (formerly used as the Prosident's yacht) unless she is extensively repaired. The following named vessels having been surveyed and the cost of reality associating to be in excess of the 30 per cent. limit, are recommended to be a sold; Bookiyn, Sangus, Speciated, Lands, Lands, Control of the design of Cruises No. 12.

Seed or Mail to our office, corner Park and Glistos ave., or F. 2. bex 35, Breeting, been attracted in the design of Cruises No. 12.

Seed or Mail to our office, corner Park and Glistos ave., or F. 2. bex 35, Breeting, been attracted in the design of Cruises No. 12.